Come . . .
cruise into the
luxuries of yesteryear
limited only by the
seas of your imagination.

the ELIZABETH

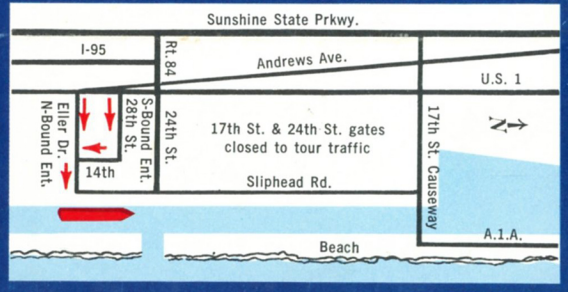
is a collection of superlatives.

STEAMED	3,472,672 Miles
WARTIME PASSENGERS	811,324
PEACETIME PASSENGERS	1,500,000
LENGTH	1031 Feet, Length on Waterline 1004 Ft.
HEIGHT	234 Feet, Keel to Masthead
BREADTH	118 Feet
SERVICE SPEED	28½ Knots
POWER	160,000 Shaft H.P.
MACHINERY	Single Reduction Geared Turbines
PROPELLERS	4
BOILERS	12
PASSENGER CAPACITY	815 First, 660 Cabin, 755 Tourist
OFFICERS AND CREW	1200
GROSS TONNAGE	82,997
CARGO SPACE	60,760 Cubic Feet
DECKS	12
PROMENADE DECK	724 Feet
DRAUGHT	39 Feet, 6½ Inches
ANCHORS	4—Each Weighing 16 Tons
ANCHOR CHAIN CABLE	990 Feet; Weight, 300 Tons
RIVETS IN HULL	Over 10,000,000
WATER-TIGHT COMPARTMENTS	131
ELEVATORS	28
PORTHOLES AND WINDOWS	2000
WIDTH OF FUNNEL	Fore and Aft—44 Feet Side to Side—29 Feet
WHISTLES	3—Weighing One Ton, Audible for 10 Miles
PUBLIC ROOMS	37 (Including 338-Seat Cinema Theatre, Three Swimming Pools and Three Libraries)

There are 700 electric clocks, 680 telephones, 30,000 lamps, 4,000 miles of wiring, and two power stations, producing a total power of 8,800 kilowatts.

If you could stand the Queen Elizabeth on end, she would be taller than the Eiffel Tower, and nearly as tall as the 1,046-foot Chrysler Building in New York.

Visit one of America's foremost visitor attractions. Easy access to Port Everglades midway between Hollywood and Fort Lauderdale, Florida. Take Exit 3 from the Florida State Turnpike or Route 84 from Interstate 95. Then follow the signs to Port Everglades.



The Elizabeth (Cunard) Corporation
P.O. 13106, Port Everglades, Florida 33316

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COME ABOARD
the ELIZABETH
QUEEN OF THE SEAS

The largest ocean liner the world has ever seen

The world will never know another ship like . . .

the ELIZABETH

The Elizabeth in War

During the early gray days prior to World War II, a concerned Queen spoke these words at the Clydebank Shipyards of John Brown & Company on September 27, 1938: "The launching of a ship is like the inception of a great human enterprise — an act of faith. We cannot foretell the future but in preparing for it, we show our trust in Divine Providence. We proclaim our belief that by the grace of God and by man's patience and goodwill, order may yet be brought out of confusion and peace out of turmoil. With that hope and prayer in our hearts, we send forth on her mission this noble ship."

A year later, the war clouds broke and England entered World War II. This noble ship, named for Her Majesty Queen Elizabeth, mother of the present Queen, saw duty wrapped in dull war-time gray. Altered to serve as a service personnel carrier, the Queen Elizabeth became a familiar sight in ports the world over including Trinidad, Cape Town, Trincomalee, Suez, Auckland, Vancouver B.C., San Francisco, Rio de Janeiro, Freetown and Halifax, Nova Scotia. Her troop-carrying capacity was 15,000 men and experts believe this ability to carry a complete division shortened the duration of the conflict by months. In one year, the Queen Elizabeth and her sister ship, Queen Mary, carried over 320,000 uniformed Americans from the United States. On return trips, she bore British Airmen for training in Canada, British Seamen to man lend-lease ships and Axis prisoners for interment. Her thirty-knot speed and rapid maneuvering ability allowed her to travel without being in a convoy. On one trip, the Queen Elizabeth outran no fewer than fifty U-boats. Hitler was reported to have offered $200,000 and the Reich's highest honor to the U-boat crew which succeeded in sinking either of the Queens.

By the time she demobilized in March, 1946, she had steamed 492,635 miles carrying a total of 811,324 passengers. One of those numbers was ex-Prime Minister Mr. Winston Churchill.

The Elizabeth in Peace

After six arduous years of war, it took 2,000 workmen, almost $5,000,000 and six months to recondition the Queen Elizabeth for her intended ocean liner service. Most of her luxurious furnishings had been made before the war and were stored at home and abroad. This forethought enabled her to be the first passenger ship in the world to be reconditioned to the peacetime luxury trade. In October, 1946, she held speed trials with the Queen, and Princesses Elizabeth and Margaret on board. Her first sailing from Southhampton to New York was on October 16th.

Thus began her days of opulent luxury, for her passengers were the great and near-great of the world and numbered in the thousands. The Elizabeth managed twenty-two round trips a year between New York and Southhampton. During the early post-war years, she grossed about $1,300,000 per trip.

In 1958, she carried Queen Elizabeth (now Queen Mother) to New York. Her last scheduled round trip voyage ended in Southhampton on November 4, 1968.

On November 6th, the Queen Mother made a farewell visit to the ship. From November 8-15, the Commadore sailed her on her final passenger-carrying voyage, a cruise to Las Palmas and Gibraltar.

The Elizabeth in Retirement

Now The Elizabeth lies moored in the beauty of Florida's tropical sunshine in Port Everglades, Florida. Here she awaits the thousands of visitors who will once again bring her decks alive. Some will come and stand here in favorite haunts of happy voyages once made, others will lean against her rails and see the icy flume of the North Atlantic and search again for the enemy. Then there are those who only knew her by reputation and pictures. They will stand in wonderment at her majestic size and power.

Here The Elizabeth will be accorded the loving care of skilled custodians who will preserve and protect the "Queen of the Seas" for generations, yet unborn, to know.